









## POLICE COURT.

Wednesday, 11th September.

Before Mr. Hazell.

## BEHINDING HIS WIFE.

A Chinese, being in want of funds, sold his young wife, a girl about fifteen or sixteen years of age, to a brothel-keeper for one year, for the sum of \$180.

Mr. Keene appeared to defend second defendant, the brothel-keeper.

The wife stopped one month at the house of ill-fame, when, becoming dissatisfied, she left it, and wandered about the streets crying bitterly. A lagoon saw her, questioned her, and brought her to the station, with the result that her husband and the woman who had bought her were arrested.

Mr. Keene thought the husband and wife acted in collusion to defraud his client of the \$180, and asked for a light sentence for her.

His Worship sentenced first defendant, the husband, to three months and the second defendant to one month's hard labour.

## DISORDERLY AND DESTRUCTIVE.

Harry Grover was charged with behaving in a disorderly manner in a coffee-shop at No. 469, Queen's Road West, and Henry Martin with destroying \$5 worth of property in the same place, belonging to the owner of the coffee-shop. First defendant was fined \$3 or eight days, second defendant \$3, or eight days, and \$5 compensation to the coffee-shop keeper, or an additional fourteen days' hard labour.

## THEFT OF WATCH.

A Chinese robbed a watch and chain from Mr. Sykes, broker, and was given one month's hard labour.

The pawnbroker, Pui Kwa, who had accepted the watch in pledge, was ordered to return it, without being refunded the amount he advanced on the stolen article.

## ATTEMPTED THEFT.

Wong Ping Nam, a coolie, entered a certain cubicle at 37, Circular Path, at 3 a.m. on Tuesday morning, and attempted to walk away with a box of clothing and some trinkets.

Li Tai, a married man, heard him, and cried out. "Thief," Mr. husband awoke and went into the next cubicle, where he caught accused red-handed. As he grasped the latter by the wrist, he pulled out a knife.

Defendant stated that he simply had pulled out the knife to cut his own wrist, to enable him to escape.

He was sentenced to six weeks' hard labour.

## BEFORE MR. KEMP.

## DISOBEYING AN ORDER OF BARRISTERS.

Police Sergeant D. McHardy, No. 50, brought Chua Kam, before His Worship for disobeying an order of barristers.

He was given one year's hard labour.

## NO LICENCE.

Chan Yau hawked crabs without a licence and was fined \$10, or three weeks.

Chan Kam did the same thing and got off with a fine of \$2, or seven days.

## ILLEGAL OPIUM.

Pun Man Hin was found to be in possession of forty tins of prepared and thirty-five tins of dross opium.

He pleaded that it was all opium-farmer's opium, and that he had lost the certificate.

He was let off with a \$100 fine or one month's imprisonment.

Lin Hin had only one tin of prepared opium without a valid licence and was fined \$30, or six weeks' imprisonment.

FLYING VEHICLES WITHOUT A LICENCE.

There were three cases of coolies flying a licensed vehicle without a driver's licence.

They were fined the usual \$3, or fourteen days.

## SELLING LIQUOR AFTER HOURS.

Lu Kai In, of 221, Hollywood Road, a liquor dealer, was charged by Sergeant Watt, No. 22, with selling Chinese liquor, to wit *samsu*, after prohibited hours.

Defendant was fined \$30, or six weeks' hard labour.

## REHEARING OF CASE.

Wo Ke, a contractor of No. 28, Cochrane Street, was recently tried and convicted of putting rubble between the walls of the house he is building, and was fined \$20.

Owing to a recent decision of His Worship in another case, where the defendant was charged by Mr. Crisp for a like offence and acquitted, Wo Ke, through Mr. Grist, applied for a rehearing, and the case came up yesterday afternoon.

His Worship, after rehearing the evidence, acquitted defendant, and ordered that the \$200 fine previously paid be remitted.

## THEFT ON BOARD SHIP.

P. C. Pitt, No. 71, charged Lan Sam with the theft of a chain cable compressor from the s.s. *Szechuan*. There were two others besides Lan Sam implicated, but they managed to clear off in their boat.

The three came alongside the steamer ostensibly to get cladders. They had picked up one compressor and put it in the boat unobserved. Not satisfied they went back to get another and were detected.

Yesterday morning Lan Sam was sentenced to three weeks' hard labour.

## BRITISH OFFICERS AT CH'ANGSHA.

The N. O. Daily News publishes the following letter from a native correspondent at Ch'angsha, the provincial capital of Hunan.

At about 5 o'clock on the evening of the 17th August, just about the time of the shutting of the city gates, it was reported to the Governor, the notoriously conservative Yin Lienshan, that a small British gunboat had arrived near the land, outside the West gate, and that the British officers on board had stated their desire to enter the city that same night.

As it is the fashion now-a-days for the high provincial authorities throughout the country to show cordial welcome for obvious reasons to all foreigners who may call on them, the Governor and all those under him at once went out of the city to meet the British officers, who received a salute of several volleys from a battalion of troops that came as escort to the Governor.

To this the British gunboat returned a salute of eleven guns. The British officers then informed Tai Mu, expectant Taoist and commissioner of the Hunan Bureau of Foreign Affairs, that they would call upon the city authorities when the former had entered Ch'angsha, whereupon Tai Mu at once invited the visitors to take up their quarters at his Bureau.

Green and blue official sedan-chairs were then provided to carry the guests into the city and upon arrival at the Bureau of Foreign Affairs Tai Mu was informed that his visitors desired to see the Governor next day on important business. On the morning of the next day, at about 10 o'clock they were received by Governor Yin Lienshan, in his palace, after which the three Principal Military Officers of Ch'angsha invited the British officers to an entertainment and also personally accompanied the latter to visit various points of interest outside Ch'angsha, celebrated in Chinese history and song. The day concluded with a parade of the local troops of all arms before the visitors.

## LATE TELEGRAMS.

NEWS VIA CRYSTAL.

## THE WAR IN SOUTH AFRICA.

London, 15th August.  
THE NEW POLICY—PARLIAMENTARY DISCUSSION.

The waiting session of the House of Commons was enlivened to-day by a vigorous tilt between Sir William Harcourt and Mr. Chamberlain, the Colonial Secretary, over Lord Kitchener's proclamation.

Sir William characterized it as a "mischievous document, the inspiration of neither Lord Kitchener nor Lord Milner, but of the Ministry of Natal." He declared that the Government, in arming the natives, was reverting to a practice which had left the darkest stain on the history of the war between England and America.

The minister of the Interior, Mr. Chamberlain, replied that the Government had no intention of reverting to the policy of the St. Petersburg Convention. The country would welcome a statement on the status of the war, on which they were spending £5,000,000 a month, although it was declared ended at the close of last session.

THE GOVERNMENT REPLY.

Mr. Chamberlain said that the War was clearly indicated by Lord Kitchener's weekly reports. He himself had gone out of the country, and he was sure that the Speaker, playing his business, but he assured the House that the Government's attitude was the only one that the Government could take.

He declared that the use of native troops was no new policy. It had been pursued without adverse criticism. The Indian troops in China had been co-operating with the troops of five of the highest civilized Powers.

Regarding the banishment of Burglers, Mr. Chamberlain said that Great Britain had a right to enact what laws she chose for the government of a country acquired by conquest.

The House must be taught that they could no longer rely on a guerrilla warfare at the personal long of a general. Lord Kitchener had led his troops into the interior of the country, and he had seen the conditions in South Africa and the Philippines, and said that the policy of America, as declared by General MacArthur's proclamation, would certainly be the policy of Great Britain, if the campaign degenerated into a war of bandits.

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former minister, and refers to him as "playing the role of secret *Geneskanter* (anti-chancellor). The paper asks whether Von Bulow regards it in Germany's interest that Von Waldersee should make such speeches, adding: "If things go on in this manner it will be impossible to maintain Germany's policy at all. If a zig-zag course is had enough in international politics much more must many cooks spoil the broth in diplomatic affairs. The article closes sharply as follows: "Either the nation will have to accept the cancellation of Von Waldersee or he must stop talking."

The *Hamburger Nachrichten* (National Liberal), disposes of Von Waldersee rather severely. It says: "His Hanover speech by no means shows his fitness for chancellorship. It is unstatesmanlike for him to boast of diplomatic achievements in China in a form directly wounding to other nations."

VENEZUELA AND COLOMBIA.

New York, 17th August.

The following cable message has been received by the Associated Press from Torres Carvajal, general secretary of President Castro, of Venezuela, in reply to a despatch addressed to the Venezuelan, asking him for a statement on the Venezuela-Colombia situation:

"Caracas, at Venezuela.—In the name of His Excellency Gen. Castro, I reply to your telegram in the following terms:

"The Government of Venezuela, presided over by Gen. Castro, is justified in all its works and acts. It is essentially liberal in its practices. It is of the opinion that the Conservatives of Colombia, probably by ruinous and wicked passions, have decided to assist in a revolutionary movement against Venezuela and her government. Although this has been actually proven by the official public denials of the latter, they have not been able to deny either by the Conservative government of Colombia or by her envoy extraordinary and minister plenipotentiary in this capital.

"While the Government of Venezuela was surprised by the first and second invasions of her frontier by 6,000 and 2,000 men, respectively, the invaders were victoriously expelled by the Government and the people of Venezuela.

"Since said events 10,000 men have been sent to the frontier for the defence and maintenance of the national honor, integrity of Venezuela and its national honor. These are quite apart from her active service troops on other parts of a frontier, as well as national troops scattered over the republic and the reserve militia now under arms.

"Venezuela has not accepted the invasion as an international attack by the people of Colombia against the people of Venezuela, but knowing its real source, recognizes in it the work of the Conservative government of Colombia against the majesty of the nation of Venezuela. Torres Carvajal, General Secretary."

PREPARING FOR THE CORONATION.

New York, 19th August.

Court officials are enjoying the first holiday which they have had since the opening of the new reign. The King has kept them employed in a most business like way, and has changed all the methods and habits of the court, laying out work for every one, and insisting upon having it done with precision and despatch.

Inquiries have been ordered and new details of organization introduced, until the officials, accustomed to the more leisurely ways of the Queen's reign, are fairly out of breath.

Arrangements have been made for the coronation with painstaking care, and the plans are now in progress of elaboration during the King's absence on the continent. Four great officials will have charge of the coronation ceremonies. The Lord Chamberlain will be master of all details at Buckingham and St. James's palace, the Master of the Horse and the Earl Marshal will direct the progress of the Royal procession to Westminster Abbey and its return to the palace, the Lord Great Chamberlain will be in charge of the ceremony at the Abbey, and arrangements for seating the elect among the titled and privileged few. The triumphal progress of the King and Queen on the day after the coronation and the arrangements for entertaining the special embassies and Royal guests are matters of detail already under consideration.

Conditions have been transferred since the last coronation, and the ceremony has become vastly more difficult to arrange owing to the increased number of titled and privileged persons seeking admission to the Abbey. Spaces have been allotted already in the Abbey, and plans made for the accommodation of the titled classes and Royal guests, and the officials assert that when the ministers, the court officials, the diplomatic corps and the colonial representatives are crowded in, there will not be room for anybody else.

During the protracted ceremony the nave will be crowded, but effectively cut off from a view of the coronation-service.

MORTGAGED NATIONS.

As the world stands to-day, the fall of nations is through internal decay and disintegration, rather than from the invasion of armed enemies. The mightiest empires of the past, whose legions once ruled a good part of the world, are falling into bankruptcy, and many are irretrievably in the hands of independent countries. China is the most important nation on the chessboard of the world, and her enemies have been eager to claim indemnity on slight occasions. From 1874 to the beginning of the Japanese war she had negotiated six loans, aggregating about \$45,000,000, and to pay the war indemnity to Japan of \$100,000,000 (and \$24,000,000 for the return of Liao Tung peninsula) she had to raise more money among the European nations. Russian and French capitalists showed their ready-depositiveness to loan her money, taking as security her provinces and ports. In 1897-98, she borrowed \$10,000,000 from the United States, and to go into the money markets of the world and negotiate another loan of \$80,000,000. The loan was raised by Great Britain, and the other powers have ever since used this as a pretext for grabbing more land to counterbalance the British power in the Orient.

Every little outbreak is a fresh cause for borrowing money, and the partitioning of the empire has gone on apace.

Immense as the country has come on apace, it is not a matter of a decade before the greater part of the dominion will be in pawn.

The absorption of Persia by Russia and Great Britain is another concrete illustration of the new method of invasion of one country by a more powerful empire. Persia is practically a bankrupt nation to-day, and is owed practically a bankruptcy note by Russia and Great Britain. She is parcelled by Russia and Great Britain from the two has raised loans and again from the two has raised loans and again from the two has raised loans.

And so it goes. The power of her resources may not yet be in sight, but she has practically borrowed over half her empire to Russia and the other half to England. The result is that Persia is hardly an independent country. She cannot make a move in the game of politics without consulting her owners, and if she attempted it, one or the other would block the move.

England almost owns and controls Portugal. Although a rich and fertile country, Portugal has been unable to support herself, and she has mortgaged her industries to foreign governments until she is nearly as much in pawn as Persia.

Turkey is the problem of Europe, and at the same time the most conspicuous of nations in pawn. The whole continent of Europe holds her by the throat and scourgies, but it is a much more difficult matter to redeem them than in the case of China, for instance. When the country first went bankrupt years ago, it raised over \$200,000,000 in Europe, and pledged territory as security. This money was soon spent, and investors who had failed to realize anything from the land grants did not like to advance more funds on such unbusinesslike security. Then Turkey offered to pledge her tobacco, opium, and liquor duties, and succeeded in this way in raising some \$500,000,000. For the past decade Turkey has not been a favorite resort for money investments, and now that she has pledged most of her revenues, she finds it difficult task to raise further funds. The European money lenders find a more profitable field in the Far East for putting out their capital with some assurance of adequate returns.

In South America the work of mortgaging the buying nations proceeds with as much rapidity as in the Orient, and a great many of the South American republics are owned by money-lenders and capitalists. Argentina owes over \$200,000,000. Already her wines, railroads, and other natural resources are pledged, and it seems doubtful if anything valuable can be found as security for new loans.

There is not much attempt to pay the interest on this debt, and the country is satisfied with the creditors' contentment themselves with seizing a few more square miles of territory to call the matter even. Bolivia owes a debt of over \$150,000,000, which she contracted in the war with Chili and which she had to guarantee by handing over to the control of her enemy the best part of her seaboard. Chili exacts payment of the interest on this debt, and she stands ready to absorb her weaker neighbour upon confession of bankruptcy.

The worst part of this financial situation, in the view of nations mentioned, is that there is little prospect of improvement. When China, Turkey, Persia, and Bolivia have mortgaged all the land and natural resources they have, they must in time cease to be nations except in name only. That state of affairs has already been reached by some of them. Their financial disintegration is more insidious in its growth than the forces leading to moral or physical downfall.

COLOUR IN WARFARE.

Khaki, or rather a modification of it perhaps a little less unpleasing in appearance has now been approved for the usual wear of all branches of His Majesty's Army. It has been urged, with a certain amount of reason, that it is absurd for the country to dress our friend Tommy Atkins in one dress in peace time, and then to have to go to the expense of giving him an entirely different outfit as soon as ever he undertakes a job in his own special line of business, that is to say, the grim business of war.

It is also stated that owing to this practice there was at times a delay in sending out reinforcements to South Africa which otherwise would have been avoided.

These two contentions, however, are not, perhaps, quite so important or so sound as they appear at first sight, for whatever the uniform worn by the soldier in peace time it is probably economy in the long run to give him a complete new suit of clothes the moment he starts off on active service. In the war of 1870 this was done by the thrifty Germans, though there was no question of any alteration in colour or material. There was a suit of the proper size and measure kept in store labelled with the name of the man for whom it was intended, and the name of the man for whom it was intended, and the name of the man for whom it was intended.

And if this system had been carried out in this country there need not have been any delay in fitting men with what has now been for some time the recognised campaign uniform.

The question as to which colour is best suited for the soldier in war time is one that has been much argued, and many experiments have been made in various countries without any very marked results. It is a general decision having been arrived at. It is general decision having been arrived at. It is general decision having been arrived at.

At any rate it will not show signs of wear and tear as soon as did the red jacket, one great objection to which was that it so very soon got stained and soiled. But whilst a shade of khaki may be very inconspicuous in a sandy or burnt-up country, it would be very much less so in a district of dark woods and green fields. Possibly an even greener tinge than is contemplated would be an advantage, though, of course, it is impossible to fix on a yellow or combination of colours, that will be equally invisible under all circumstances.

But the colour of the old greenish smock-frocks that are worn, or at least were worn, not so very long ago by agricultural labourers in the Eastern Counties would be a very suitable one, and if made of the same hard linen material and lined with a woollen fabric, such a gaberlaine garment would stand harder wear than any serge or tartan cloth.

Contradictory statements have been made as to the most and least conspicuous colour. For instance, there is one who would imagine that red is the most conspicuous colour, the most conspicuous of any, yet some German experiments which were made not so long ago demonstrated that it was far from offering the best target. It was first sought to discover which colour would be soonest rendered invisible on account of distance. A squad of ten men was paraded, of whom two were in scarlet, two in green, two in blue, two in dark grey, and two in light grey. The men were marched about and it was found that while green was the last colour to disappear from sight, red was only the second, the first being light grey, the third dark grey, and the fourth blue. The rifle-firing tests that were carried out at the same time went to show that a blue target would be struck three times to one hit by the red. Some French experiments produced an entirely different result. According to them, white was found to be the most conspicuous colour, and next to it the lightest blue worn by the French Hussars. Red came third, then green, then blue, and lastly of all grey and the colour of dry foliage. This was in clear weather. On a dull, cloudy day, while red and light blue became less visible, green became more so. This was found to be the same at night, and then also, strangest of all, white was found to be the most invisible. This seems quite inexplicable in light from the ordinary man's experience of things about white is that although so conspicuous by day it has been chosen as the colour with which the new French quick-firing guns, carriages, and limbers have been painted. There is said to be a slight dash of blue in it, and so it may be that it is considered that a battery might come into action on the skyline and be less conspicuous than lower down, even if painted a larger or duller colour.

Against these experiments may be set the following paragraph published in 1852: "The soldiers are hit during battle according to the colour of their dress, in the following order:—Red, the most fatal colour; the least fatal, Austrian grey. The proportions are:—Red 12, rifle-green 7, brown 6; Austrian bluish grey 5. The high percentage allotted to red may perhaps be accounted for by the much closer quarters at which armies usually fought in those days. A later (French) estimate states that the colours most conspicuous at a distance are white, yellow, red, and black, while the least visible are blue, grey-blue, green, and grey. As regards the national colours now worn, it is pointed out that in nearly all cases a combination of one predominant colour with others is the rule, so that this might slightly affect the general appearance of troops at a distance. In this connection the following table of percentages of colours worn by the armies of various nations, while evidently not entirely accurate, is yet of some interest:

Eng-land, France, many, Ger-many, Aus-tria, Rus-sia, Ita-ly.

Red 68 30 5 2 3 2  
Blue 10 10 53 80 8 81







## TO LET.

**NOS. 1 to 8, WILD DELL, WANCHAI ROAD.**  
Apply to—  
SANG KEE,  
295, Des Vaux Road Central.  
Hongkong, 10th August, 1901. [2084]

**TWO ROOMS at No. 5, REDNAKELA TERRACE.**  
Apply to—  
OCCUPIER OF THE HOUSE.  
Hongkong, 11th September, 1901. [2012]

**NO. 1, STEWART TERRACE, the PEAK.**  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 17th July, 1901. [1795]

**A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHERSON STREET.**  
Apply to—  
CARLOWITZ & CO.,  
Sales Office.  
Hongkong, 10th September, 1901. [2302]

**TO LET AT KOWLOON, From 1st October.**

**HOUSES Nos. 9 & 11, SALISBURY AVENUE, Furnished or Unfurnished.**  
Very healthy locality.  
Apply to—  
OCCUPIER OF THE HOUSES.  
Hongkong, 10th September, 1901. [2305]

**GODOWN, No. 8A, DUDELL STREET**  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 5th July, 1901. [1892]

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## [ALL RIGHTS RESERVED] SPORT AND ANECDOTE.

By AN OLD FOGEY.

THE ART OF FIELDING.

This is not intended to be a disquisition on the author of Tom Jones the *Foundling*. Therefore, the lover of literature who ponders on this title need not be deluded like the prize-fighter who insisted on purchasing *The Mill on the Floss*. No, my present purpose is to discourse upon fielding as necessarily part of the equipment of the good cricketer. When one looks on at a first-class match there is certainly a temptation to think that fielding is not a part of the game; it is not taken seriously. When we find Ranjitsinhji in his *Jubilee Book of Cricket* condemning the standard of fielding in England, and when we find a man like Mr. Jephson inditing an article for *Wisden*, in which he calls the fielders of to-day "little mounds of earth" or waxen figures in a third-rate tailor's shop, I suppose there is no daying the allegation that in both ground-work and catching we are not man for man so good as we ought to be, or so clever as our fathers were. But really if we stop to consider the situation, is it not astonishing that we have fielders or bowlers at all? Nowadays the majority of boys at our public schools and of men in our clubs divide cricket into two parts, batting and bowling. Nearly all want to be batsmen. Most dislike what is called the drudgery of bowling, but here and there we find one who has a natural love for the ball. Never have I yet met a cricketer who exalted fielding above both batting and bowling—and yet it is after all the very essence of the pastime. Apart from the distaste, innate and inbred apparently, which boys and men seem to have for fagging, there is no escaping from the fact that our present system of practice is all against fielding. We want either to bowl or bat at the nets. These latter inventions are the curse of modern cricket. If clubs practised without nets against two bowlers, the rest of the pupils or the members scouting, we should soon see cricket. In the first place the batsmen would have to play, a wicket-keeper and a long stop, if you will, would have to take their places. The fielders would be there to check the course of the drives and to intercept the flying catch. Bowlers would endeavour to trap their batsmen—and we should have real cricket practice. Now we have a batsman fitted up in a cord cage of three sides, and it is impossible for him to see the effect of his strokes. The half-dozen bowlers never give him a minute's rest. They pitch up any sort of stuff. Some professionals become mere automata, just machines for pitching a ball about eighteen or twenty yards. The net is an unadulterated devilry. It has ruined thousands of grand bowlers, made batsmen absolutely careless, and has prevented the assiduous practice of the art of fielding.

**THE PARAMOUNT NECESSITY AT CRICKET.**  
Some men, possibly good players in their way seem to attach no importance to fielding. They overlook the fact that the batsman has his spell at the wickets, and the bowler has his turn with the leather, but the fieldsmen goes in all the time throughout the innings. His task never ceases from the first ball until the tenth wicket has fallen. I bid you, dear reader, if you happen to be a cricketer, remember that Abel, who got twelve hundreds last year—the record for any season—declared that he should only have made one of these if all the chances he gave had been taken. What is true of Abel applies to other batsmen. I have been watching cricket every day this season, and I can honestly say that I have scarce seen three figures reached without a chance. Possibly the most absolutely correct and perfect display I have seen was by Seppimus Kinnaird, of Warwickshire, but if everybody played with the calculating caution of Kinnaird, how many would patronise the game at all? But fielding is the backbone of cricket for, look you, able work by the other ten makes bad bowling strong and renders a powerful attack even more deadly. I dare venture the opinion that Wilfred Rhodes would not be half the man he is to-day if it were not for the magnificent fielding of the Yorkshiremen. Good heavens! if a bowler cannot get wickets with Hirst at mid-off, with Haigh at cover-point, with Hunter at the wicket, with Tannidiffe in the slips, with Brown at point, and with Denton flying about between third man and the boundary, he must indeed be a poor specimen of a trundler. With Gloucestershire, Rhodes would be equally successful, for the westernshire is one of the best outside I have watched this summer, but if the talented left-hander from Kirkcubright were with Nettles or Surrey I make bold to say that he would not have been credited with half his present number of wickets.

**LAST CHANCES.**  
The industrious statistician has been at work this summer, and he, a careful London journalist, has informed the world, that during May 191 catches were missed in first-class cricket, during June 174, and in July 170, or in other words 535 wickets were refused by the fielders. The same calculating machine estimates on reasonable hypotheses that these mistakes cost the various sides concerned 15,386 runs. And yet we find learned critics gravely discussing the best possible plan to avoid drawn games, and we see old public schoolmen writing to *The Field* suggesting that we should raise the wicket three inches, that we should widen it two inches. There is no necessity to alter the time-honoured implements of the game, if we only play cricket. Of course, if we cannot catch, then instead of altering the size of the stumps or narrowing the bat, I would humbly suggest that each fielder be provided with a nice little spring carpet-bag, which he may be allowed to open and so receive the ball, which his untrained hands cannot hold. I am quite enamoured of my carpet-bag suggestion and think it quite as sensible as altering the stumps, and many other silly suggestions that are made. If fielders will learn to field the present crisis in cricket is

ended. There would hardly be a drawn match. Of course I am not so foolish as to think that a catch should never be missed. 'Tis human to err, and I notice that cricketers made most mistakes in May, when they were out of practice and when the keen east winds kept the hands so cold. But if we abolished all net practice and systematically studied fielding as the Australians do and as Manley Kemp made the Oxford eleven of 1883 and 1884 do, we should soon see what a vast difference would be made.

**THE WORDS OF WISE MEN.**  
A week or two ago I was enjoying a crack of conversation, as I always do, with Alfred Shaw, than whom no man knows more of cricket. He had been standing umpire in a match and a famous amateur had made a brilliant score verging upon 200. But this same brilliant batsman should have been caught at short slip when he was 20 and again in the same place when he was 26. The man who lost these catches lost the match for his county. Said Alfred Shaw when the day's work was done: "There's a terrible lot of these catches missed now-a-days. They always used to say what a good-tempered man I was to captain Nottinghamshire. And maybe I was pretty even tempered, but my eyes, I should not have been if I had had to stand these fellows missing catches. We had very little of this sort of thing in my day. I tell you frankly I could not have stood it. I bowled for catches. I recognised that there were ten others besides myself to get the man out. What would have been the use of my doing that sort of thing if they dropped the catches. Oh dear, oh dear, no, I could not have been good-tempered with such provoking blunders." Moreover Alfred Shaw suggested that the fielding was much worse now in respect than it used to be, and that the laxity was the curse of modern cricket. The ex-captain of Lancashire, Mr. A. N. Hony, now the president of the club, is equally severe. He hardly ever misses a day's cricket in the summer, and yet he will tell you that the fielding of this era is shockingly bad.

**A HINT TO YOUNG PLAYERS.**  
"The essence of good fielding is to start before the ball is hit and to pick up and return straight to the top of the bats, by one continuous action." But what do we see nowadays. The field man stands aghast when a catch comes his way, evidently surprised, for he never anticipated such an event, while as for divining the intention of the batsman, that is out of the question. But a man who will watch can be on his toes before the ball is hit. I sometimes think that fielding is an inspiration. Let me give you an instance. A month or two ago Gloucestershire were playing Lancashire on the Spargrove of the county town. Albert Ward was on the edge of the boundary, to prevent fouls for the square cuts of W. S. A. Brown, the old *Loydian*. Now young Brown was sticking, time was ebbing away, and it looked as if the clock would cheat Lancashire out of a victory. Albert Ward thought to himself—"Now I shall never catch anybody out here on the edge of the boundary from a cut. I will go in about 20 yards, on the off chance." Upon my word he had hardly covered these paces before Brown cut a ball in his direction, and Ward, who is a superb fieldsmen, flung himself with a dive at the ball, which he caught as he rolled over. This was an inspiration arising from thinking upon the probabilities of the game, and the catch undoubtedly enabled the Northern county to secure a victory. I feel that if I were to write for a week I could not really say all I want to impress upon those now playing and especially upon young cricketers, that fielding is after all a great art. I agree with Mr. Jessop, who in the *Windsor Magazine* the other week boldly declared that fielding was the most important branch of the game of cricket.

**MAXWELL LONG.**  
It seems very unfortunate for this agreeable young Yankee that he cannot find his best running in England this summer. He has never yet been able to lower the colours of Peggie Wadley over 400 yards. I may be wrong, but I have an idea that Wadley is not in the same class as Long because we saw last year. How, then, do we account for his present inferiority? It is generally said that he cannot get fit, and this may be so. But you know I have a theory that in all probability Maxey Long spun himself out last autumn in America, and that when he made his world's records he overtaxed himself. How often do we find that if a man accomplishes a great, a really wondrous feat, he never attains the same measure of success again, and that some of his muscles or some of his organs have lost their greatest elasticity. I do not say it is, but it may be Long's case, and I should be very sorry if it is so. I have a great respect for the American school of quarter-milers, for was not Myers the first man to show us how a quarter should be run from end to end, and the first, I believe, in this country to beat 5) seconds? We talk a great deal of Maxey Long, but whoever knew what Myers could do? As a matter of fact, Myers never met a man who could make him thoroughly extend himself. That is a fact. London, 16th August, 1901.

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LONDON	PYRHEUS	Brit. str.	2 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 15th October.
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MARSEILLES, &c., via PORTS OF CALL.	TAMBA MARU	Jap. str.	2 m.	Duchateau	HAMBURG-AMERIKA LINIE	On 21st inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	INDUS	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
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VICTORIA (B.C.) & SEATTLE	AMERICA MARU	Jap. str.	2 m.	H. C. Harris	O. & S. S. Co.	On 24th inst.
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SAN FRANCISCO via SHANGHAI &c.	CARLEISTE CITY	Brit. str.	2 m.	St. John George	NIPPON YUSEN KAISHA	On 3rd Oct., at Noon.
SAN DIEGO, &c., via MOJIL &c.	ROSETTA MARU	Jap. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	On 15th inst.
AUSTRALIAN PORTS.	ARLIE	Brit. str.	2 m.	Mitis	BUTTERFIELD & SWIRE	On 17th inst., P.M.
YOKOHAMA & KOBE	CHINGTU	Amr. str.	2 m.	N. Trant	SANDER, WIELER & CO.	To-morrow, at Daylight.
YOKOHAMA & KOBE	AWA MARU	Jap. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
YOKOHAMA & KOBE	INABA MARU	Brit. str.	2 m.	A. E. Moss	SHEWAN, TOMES & CO.	To-morrow, at 3 P.M.
YOKOHAMA & KOBE	RADNORSHIRE	Brit. str.	2 m.	A. E. Moss	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
YOKOHAMA & KOBE	KAWATA MARU	Jap. str.	2 m.	A. E. Moss	BUTTERFIELD & SWIRE	On 22nd inst.
NAGASAKI, KOBE & YOKOHAMA	KWEIYANG	Amr. str.	2 m.	Moehring	SANDER, WIELER & CO.	To-day, P.M.
TIENSIN	CARINTHIA	Amr. str.	2 m.	Eichbaum	SHEWAN, TOMES & CO.	To-morrow, at 3 P.M.
SHANGHAI	FRANZISKA	Ger. str.	2 m.	J. Chellow, R.N.R.	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI	WOOSUNG	Brit. str.	2 m.	J. Chellow, R.N.R.	P. & O. S. N. Co.	On or about 14th inst.
SHANGHAI	PALAWAN	Brit. str.	2 m.	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	W. Hayward, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
SHANGHAI	CEYLON	Brit. str.	2 m.	K. Suzuki	F. & O. S. N. Co.	On 18th inst.
YOKOHAMA via SHANGHAI & KOBE	MAIDZU MARU	Jap. str.	1 m.	S. Atsumi	MIYOSHI BUNSEN KAISHA	On 25th inst., at Daylight.
ANPING via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	T. Ogata	DOUGLAS LAFAIR & CO.	On 15th inst.
FOOCHOW via SWATOW & AMOY	DAIJI MARU	Jap. str.	1 m.	Robson	DOUGLAS LAFAIR & CO.	To-day, at 10 A.M.
TAMSUI via SWATOW & AMOY	THALES	Brit. str.	2 m.	Passmore	JARDINE, MATHESON & CO.	To-morrow, at 5 P.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 m.	Rolle	BUTTERFIELD & SWIRE	On 16th inst.
SWATOW, AMOY & TAMSUI	YUNSHANG	Brit. str.	2 m.	Rolle	BUTTERFIELD & SWIRE	On 14th inst.
MANILA	SUNGKIANG	Brit. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at Noon.
IOILO & CEBU	KATIPONG	Jap. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	On 15th inst., at Daylight.
BOMBAY, via SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	2 m.	E. Fey	DAVID SASSOON, SONS & CO.	On 15th inst., at Daylight.
SINGAPORE, PENANG & CALCUTTA	ABRATON APCAR	Brit. str.	1 m.	E. Fey	DAVID SASSOON, SONS & CO.	On 15th inst., at Daylight.

## SHIPPING.

**ARRIVALS.**  
Sept. 11, ALBION, British battleship, 12,950, W. W. Hewitt, R.N., Singapore 6th September.  
Sept. 11, ANPING, British str., 1,158, Shanghai 8th September, General—CHINESE.  
Sept. 11, ALFRED, German str., 611, Lorenzen, Haiphong 8th Sept. and Hoihow 10th, Rice—JESSEN & Co.  
Sept. 11, AWA MARU, Japanese str., 6,300, N. Trent, Singapore 6th Sept., General—NIPPON YUSEN KAISHA.  
Sept. 11, CARINTHIA, Austrian str., 1,734, F. Marochino, Trieste and Bombay 24th August, General—AUSTRIAN LLOYD S. S. Co.  
Sept. 11, DAIGIN MARU, Japanese str., 850, T. Ogata, Tamsui 8th Sept., General—M. B. KAISHA.  
Sept. 11, EXPRESS OF JAPAN, British str., 3,003, H. Pybus, Vancouver 20th August and Shanghai 8th September, Mails and General—C. P. R. Co.  
Sept. 11, HOIHOW, French str., 609, Merlees, Pakhoi and Hoihow 10th Sept., General—A. R. MARTY.  
Sept. 11, HONG BEI, British str., 2,056, Peters, Singapore 6th Sept., General—CHINESE.  
Sept. 11, JACQUES DREIDRICHSEN, German str., 623, Schindler, Hoihow 10th Sept., Rice and General—JESSEN & Co.  
Sept. 11, KEONGWAI, German str., 1,115, A. V. Bieger, Bangkok 31st August, Rice and Teakwood—MELCHERS & CO.  
Sept. 11, SABINE RICKMERS, British str., 690, Naabot, Canton 11th September, General—ARNHOLD, KARBURG & CO.  
Sept. 11, SUNGKIANG, British steamer, 1,921, Moore, Cebu 7th Sept., General—BUTTERFIELD & SWIRE.  
Sept. 11, WOOSUNG, British str., 1,169, Dowson, Shanghai 6th Sept. and Swatow 10th, General—BUTTERFIELD & SWIRE.

## CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.  
11th September.  
Anping, British str., for Canton.  
Anping, Japanese str., for Swatow.  
Bismarck, Italian str., for Singapore.  
Diamante, British str., for Manila.  
Glorious, British str., for Nagasaki.  
Aulung, British str., for Singapore.  
Siam, British str., for Swatow.  
Thales, British str., for Moji.  
Tsurugimaru, Japanese str., for Moji.  
Woosung, British str., for Canton.

## DEPARTURES.

10th September.  
HAIMUN, British str., for Swatow.  
NEVADA, British transport, for Calcutta.  
11th September.  
ANPING MARU, Japanese str., for Coast Ports.  
BENMORE, British str., for Yokohama.  
BISAGO, Italian str., for Bombay.  
CLARA, German str., for Haiphong.  
DIAMANTE, British str., for Manila.  
FEICHING, British str., for Shanghai.  
GARNBOY, British str., for Nagasaki.  
KUTSANG, British str., for Singapore.  
LOYAL, German str., for Tientsin.  
MUNCHEN, German str., for Shanghai.  
TAIBANG, British str., for Australia.  
TAITUAN, British str., for Australia.  
YEDO MARU, Japanese str., for Chiofoo.

## VESSELS IN DOCK.

11th September.  
KOWLOON DOCKS—Canton River, Victoria, Georges Valentine, Zafiro, Elcano, Eci Hoo, Kijong, H.M.S. Robin.  
COSMOPOLITAN DOCK—Loongmoon.

## SHIPPING REPORTS.

The British steamer *Hong Bee*, from Singapore 5th Sept., had fine weather throughout, with variable winds.  
The British steamer *Sungkiang*, from Cebu 7th September, had fine weather and smooth sea throughout the trip. On the 10th Sept. spoke *Loongmoon*, from Hongkong for Manila.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship  
"THALES".  
Captain Robson, will be despatched for the above ports TO-DAY, the 12th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAFAIR & CO., General Managers. [2309]  
Hongkong, 10th September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM TO SHANGHAI.

THE Company's Steamship  
"CARINTHIA".  
Captain Marochino, will leave for the above place TO-DAY, the 12th inst., P.M. For Freight or Passage, apply to SANDER, WIELER & CO., Agents. [2206]  
Hongkong, 29th August, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship  
"HAIMUN".  
Captain Passmore, will be despatched for the above ports TO-MORROW, the 13th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAFAIR & CO., General Managers. [2311]  
Hongkong, 10th September, 1901.

HAMBURG-AMERIKA LINIE.  
FOR SHANGHAI.

THE Steamship  
"FLANDRIA".  
Captain Eichbaum, will be despatched for the above port TO-MORROW, the 13th inst., at 3 P.M. This Steamer has superior accommodation for First Class Passengers. For Freight or Passage, apply to SIEMSEN & CO., Agents. [2318]  
Hongkong, 11th September, 1901.

"SHIRE" LINE.  
FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship  
"RADNORSHIRE".  
Captain Bindles, will be despatched for the above ports TO-MORROW, the 13th inst., at 3 P.M. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents. [2316]  
Hongkong, 11th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.

THE Company's Steamship  
"YUENSANG".  
Captain Rolfe, will be despatched as above TO-MORROW, the 13th inst., at 5 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. [2303]  
Hongkong, 10th September, 1901.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ PALAWAN, R.N.R. } { J. Chellow, R.N.R. }	{ About 14th } { September }	Freight or Passage.
LONDON, &c.	{ PARRAMATTA } { R. T. Cook, R.N.R. }	{ Noon, 14th } { September }	See Special Advertisement.
LONDON	{ BOMBAY } { H. S. Bradshaw }	{ About 21st } { September }	Freight or Passage.
YOKOHAMA via SHANGHAI and KOBE	{ CEYLON } { W. Hayward, R.N.R. }	{ About 21st } { September }	Freight or Passage.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.  
Hongkong, 5th September, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901.  
"EMPEROR OF CHINA" Comdr. R. A. Chellow, R.N.R. WEDNESDAY, 23rd Oct., 1901.  
"TARTAR" 4,425 Tons, Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov., 1901.  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901.  
"ATHENIAN", 3,882 Tons, Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for value at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.  
In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd and Cabin Passengers with accommodation unequalled on the Pacific, also Storage.  
The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.  
Hongkong, 10th September, 1901.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES
PRINZ HEINRICH	HAVRE, BREMEN & HAMBURG	On 18th Sept. Freight.
PREUSSEN	(Calling at Singapore and Penang)	On 1st Oct. Freight.
HAMBURG (Hamburg-Amerika Linie)	HAVRE & HAMBURG	On 5th Oct. Freight.
SACHSEN	(Calling at Singapore and Colombo)	On 10th Oct. Freight.
KLAUSCHOU (Hamburg-Amerika Linie)	HAVRE, BREMEN & HAMBURG	On 16th Oct. Freight.
BAYERN	(Calling at Singapore and Penang)	On 22nd Oct. Freight.
STUTTGART	HAVRE & HAMBURG	On 28th Oct. Freight.
KONIG ALBERT	(Calling at Singapore and Colombo)	On 3rd Nov. Freight.
PRINZESSE IRENE	HAVRE & HAMBURG	On 9th Nov. Freight.
PRINZ HEINRICH	(Calling at Singapore and Penang)	On 15th Nov. Freight.
PREUSSEN	HAVRE & HAMBURG	On 21st Nov. Freight.
HAMBURG (Hamburg-Amerika Linie)	HAVRE & HAMBURG	On 27th Nov. Freight.
SACHSEN	(Calling at Singapore and Colombo)	On 3rd Dec. Freight.

ON WEDNESDAY, the 18th day of September, 1901, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon on MONDAY, the 16th September, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 17th September, and will be received at the Agency's Office until Noon on TUESDAY, the 17th September.  
Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardses.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 10th September, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
ANDALUSIA	HAVRE, BREMEN & HAMBURG	On 1st Sept. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	On 1st Oct. Freight.
ARABIA	HAVRE & HAMBURG	On 5th Oct. Freight.
Capt. Sachs	(Calling at Singapore and Colombo)	On 10th Oct. Freight.
KOENIGSBERG	HAVRE, BREMEN & HAMBURG	On 16th Oct. Freight.
Capt. Christiansen	(Calling at Singapore and Penang)	On 22nd Oct. Freight.
BAMBERG	HAVRE & HAMBURG	On 28th Oct. Freight.
Capt. Jacobs	(Calling at Singapore and Colombo)	On 3rd Nov. Freight.
SEGOVIA	HAVRE & HAMBURG	On 9th Nov. Freight.
Capt. Foerck	(Calling at Singapore and Penang)	On 15th Nov. Freight.
MARLBURG	HAVRE & HAMBURG	On 21st Nov. Freight.
Capt. von Binzer	(Calling at Singapore and Colombo)	On 27th Nov. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 12th September, 1901.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
AWA MARU	KOBE and YOKOHAMA	FRIDAY, 13th Sept., at DAYLIGHT
M. Trent	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at NOON
MIKE MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 16th Sept., at 4 P.M.
M. Yagi	U.S.A. via SHANGHAI, MOJIL, KOBE and YOKOHAMA	FRIDAY, 20th Sept., at DAYLIGHT
RIOMIN MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE and PENANG, COLOMBO & PORT SAID	FRIDAY, 20th Sept., at DAYLIGHT
O. Ohno	NAGASAKI, KOBE and YOKO	FRIDAY, 20th Sept., at NOON
TAMBA MARU	HAMA	FRIDAY, 27th Sept., at DAYLIGHT
J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 27th Sept., at DAYLIGHT
KAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
A. E. Moss		
INABA MARU		
W. Bainbridge		
ROSETTA MARU		
N. Tate		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.  
A. S. MIHARA, Manager.  
Hongkong, 24th August, 1901.

## NORTHERN PACIFIC STE



# VESSLS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	STEAMERS	On 12th September.		
GLASGOW and LIVERPOOL	"ULYSSES"	On 19th September.		
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 26th September.		
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.		
GLASGOW and LIVERPOOL	"NESTOR"	On 8th October.		
GLASGOW and LIVERPOOL	"LAERTES"	On 15th October.		
FOR	HOMWARDS.	STEAMERS	TO	DATE
LONDON	STEAMERS	On 17th September.		
LONDON	"IDOMENEUS"	On 1st October.		
LONDON	"AJAX"	On 15th October.		
LONDON	"PYRREUS"	On 29th October.		
LONDON	"CALCHAS"	On 12th November.		
LONDON	"NESTOR"	On 26th November.		
LONDON	"MACHAON"	On 15th September.		
LIVERPOOL DIRECT	"ORFESTES"	On 15th September.		
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.		
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.		

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 7th September, 1901.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
LOILOLO & CEBU	"KAIFONG"	On 14th September.	
YOKOHAMA	"CHINGTU"	On 15th September.	
SHANGHAI	"WOOSUNG"	On 16th September.	
MANILA	"SUNGKIANG"	On 18th September.	
SHANGHAI	"WHAMPOA"	On 20th September.	
TIEN TSIN	"KWEIYANG"	On 22nd September.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 7th September, 1901.

# SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL  
THE Steamship

"ATAKA"  
will be despatched for the above port on or about 13th September.

To be followed by the Steamship  
"ANAPA"  
about 15th October, 1901.

For Freight, apply to  
**SHEWAN TOMES & CO.,**  
Agents.

Hongkong, 16th August, 1901.

# FOR NEW YORK VIA SUEZ CANAL THE H. A. L. Steamship

"ARAGONIA"  
Captain Forest will be ready to receive cargo for the above port on FRIDAY, the 13th inst., and will be despatched on the 15th inst., A.M.

For further particulars, apply to the  
**HAMBURG-AMERICA LINE,**  
Hankow Office,  
Queen's Buildings No. 1.

Hongkong, 7th September, 1901.

# THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship

"DAIJIN MARU."  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 15th inst.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 9th September, 1901.

# UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"LONGSHIPS."  
Captain Moore, will be despatched as above on or about 15th October.

For Passage, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 11th September, 1901.

# REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.

"MOGUL" ..... On 21st September.  
"CURDISTAN" ..... On 26th October.  
"LENNOX" .....

For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 9th September, 1901.

# THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
TO  
VICTORIA (B.C.) AND SEATTLE.

Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States in connection with the

**GREAT NORTHERN RAILWAY CO.'S LINES.**  
THE Steamship

"TEENKAI."  
4,642 tons, Commander H. C. Harris, is due here on 24th instant, and will have quick despatch.

For Rates of Freight and further Particulars, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 11th September, 1901.

# "OLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"GLENGYLE"  
Captain T. Dorke, will be despatched as above on SATURDAY, the 28th September.

For Freight or Passage, apply to  
**MCCREGGOL BROS. & CO.,**  
Agents.

Hongkong, 28th August, 1901.

# VESSLS ON THE BE-TH.

## U. S. MAIL LINES

### PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

### PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY,	24th September, at Noon.
"GALLIC"	WEDNESDAY, 2nd	October, at Noon.
"CHINA"	SATURDAY, 19th	October, at Noon.
"DORIC"	TUESDAY, 29th	October, at Noon.
"PERU"	TUESDAY, 12th	November, at Noon.
"COPTIC"	WEDNESDAY, 20th	November, at Noon.

THE P. M. S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th September, 1901.

### CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.  
TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "CARLEISLE CITY" ..... On 17th Sept.  
S.S. "STATHOTHE" ..... On 15th Oct.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOLO, KOBE and YOKOHAMA on TUESDAY, the 17th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 12th September, 1901.

### TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the

**GREAT NORTHERN RAILWAY LINES** of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to  
**THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York;**  
To the Agents of the Company at Japan, China, Philippines and Straits.

**FRANK WATERHOUSE & CO.,** General Western Agents, SEATTLE; or to  
**GEO. SUTHERLAND,** General Agent for the East, SHANGHAI.

Hongkong, 25th July, 1901.

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship  
"PARRAMATTA."  
Captain R. T. Cook, B.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 14th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. KITCHIE,**  
Superintendent.

Hongkong, 2nd September, 1901.

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, ROME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship  
"CHINA."  
Captain A. Lora, will be despatched as above on TUESDAY, the 17th September, P.M.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 28th August, 1901.

### NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

# VESSLS ON THE BERTH

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).  
THE Company's Steamship

"MAIDZURU MARU."  
Captain K. Sudaoki, will be despatched for the above ports on WEDNESDAY, the 18th September.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 5th September, 1901.

# COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

NOTICE.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd September, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 22nd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,  
Acting Agent.

Hongkong, 11th September, 1901.

# THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.  
THE Company's Steamship

"ANPING MARU."  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 11th September, 1901.

# EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"AIRLIE."  
Captain St. John George, will be despatched for the above ports on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 9th September, 1901.

# FOR NEW YORK.

THE 33 A II American ship  
"L. SCHEPP"  
Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 18th July 1901.

# FOR NEW YORK.

THE 33 A II American Ship  
"MANUEL LLAGUNA"  
will load during September and October, sailing about 25th October.

For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 11th July, 1901.

# NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ARRATON APPEAR, British ship, E. Fay.  
David Sassoon, Sons & Co.

CELESTE BURRILL, British ship, Jeffrey.  
Order.

HELEN A. WYMAN, American ship, Vanhon.  
Arnold, Karberg & Co.

I. F. CHAPMAN, American ship, Chapman.  
Arnold, Karberg & Co.

L. SCHEPP, American ship, C. S. Kendall.  
Carlowitz & Co.

# HONGKONG.

STEAMERS.  
America Maru, Jap. str., 3,463, Going, Sept. 7.  
Toyo Kisen Kaisha

Empress of Japan, British str., 3,003, Pybus, Sept. 11, C. P. R. Co.

Fausang, British str., 1,415, Mitchell, Sept. 2.  
Jardine, Matheson & Co.

Farland, German str., 1,268, Eichbaum, Sept. 10, Siemens & Co.

Hino Maru, Jap. str., 1,077, Nakano, Sept. 8, Chinese

Hoiha, French str., 509, Merleau, Sept. 11, A. B. Marv

Hong Bee, British str., 2,056, Peter, Sept. 11, Chinese

Indravelli, British str., 3,206, McGrath, Sept. 3, East Asiatic Trading Co., Limited

Jacob Diederichsen, Ger. str., 623, Schlaikier, Sept. 11, Johnson & Co.

Kaifong, British str., 1,024, Pennefather, Sept. 7, Butterfield & Swire

Keongwai, German str., 1,115, Rieger, Sept. 11, Melchers & Co.

Laisang, British str., 2,324, Payne, Aug. 23, Jardine, Matheson & Co.

Lucia, Austrian steamer, 1,508, Zuhel, Sept. 8, Chinese

Machow, German str., 995, Wendig, Sept. 6, Melchers & Co.

Mexican Prince, British str., 1,353, Ponrice, Sept. 7, Meyer & Co.

Mongkut, German str., 852, Gotsche, Sept. 10, Melchers & Co.

Onsang, British str., 1,787, Davis, Aug. 16, Jardine, Matheson & Co.

Pax, Belgian steamer, 1,297, Damster, Sept. 7, Melchers & Co.

Phra K. Khao, British str., 1,011, Morris, Sept. 6, Melchers & Co.

Piccola, German str., 875, Muller, Sept. 2, East Asiatic Trading Co.

Radnorshire, British str., 1,889, Bindloss, Sept.



